CIA ENTRANCE OVERPASS
George Washington Memorial Parkway at CIA Entrance
McLean Vicinity
Fairfax County
Virginia

HAER NO. VA-72

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERINC RECORD
National Park Service
Department of the Interior
P.O. Box 37127
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I. INTRODUCTION

Location: George Washington Memorial Parkway milepost 2.270, 2.2 miles south of Interstate 495, near McLean in Fairfax County. It carries the CIA Entrance Ramp over the GWMP.

FHwA Structure No.: 3300-003P.

Date of Construction: 1959.

Type: Prestressed concrete girder bridge.

Designer: Bureau of Public Roads with approval from the National Park Service (NPS). T.D. Harris, Division Bridge Engineer.

Contractor: Troitino Brothers, Inc., Beckley, West Virginia.

Present Owner: National Capital Region, National Park Serice.

Present Use: Dual lane entrance for non-commercial vehicular and pedestrian access to the CIA from the GWMP.

Significance: Built as part of a project to extend the GWMP closer to the proposed terminus at Great Falls, Virginia.

Project Information: Documentation of the George Washington Memorial Parkway and Clara Barton Parkway was undertaken as a multi-year project by the Historic American Buildings Survey and the Historic American Engineering Record (HABS/HAER), a combined division of the National Park Service, Robert Kapsch, Chief. The project was sponsored by the Park Roads Program of the National Park Service, John Gingles, Deputy Chief, Engineering and Safety Services Division. The Project Supervisor was Sara Amy Leach, HABS Historian. Bridge reports were prepared by Elizabeth M. Nolin (1988); Michael P. Kucher (University of Delaware, 1993); and Jennifer P. Wentzien (University of Washington, 1994).

HABS Report No. VA-69 prepared by Timothy Davis (University of Texas) provides an overview history of the entire parkway project. Jack E. Boucher and Jet Lowe produced the large-format photographs. The Washington-based summer 1994 documentation team was headed by landscape architect Tim Mackey (Harvard University, Graduate School of Design).

II. HISTORY

The CIA Entrance Overpass is one of several bridges designed in and built in the 1950s to carry connecting roads over George Washington Memorial Parkway (GWMP). The structure allows the GWMP to pass beneath the entrance to the CIA area.

The CIA Entrance Overpass is typical of prestressed concrete highway bridge construction of its day. Its larger significance lies in the reasons for its construction. The bridge structure was a product of the post-war expansion of the national security establishment and the trend toward relocating federal agencies outside the District of Columbia. Until moving into its new quarters in 1961 the CIA's offices were scattered around the district in temporary buildings built during World War I.[1] Using techniques pioneered during the construction of the Pentagon road network, which necessitated a complete redesign of the surrounding traffic plan, the Bureau of Public Roads integrated the increased traffic volume into the design of the northern extension of the GWMP. Traffic engineers, park planners, and motorists increasingly viewed the GWMP as part of the commuter road network rather than solely as a recreational route.

Description

The CIA Entrance Overpass is a prestressed concrete girder bridge resting on concrete piers and abutments. The center span is 112' with 25'-6" spans at each end. The total length is 163'. The deck carries two 24' roadways divided by an approximately 6' wide median. Sidewalks are 4'-2" wide on each side. The bridge is skewed 22° to the roadway with piers and abutments parallel to the GWMP. Portions of the bridge deck are on five different curves. Final construction costs were $171,726.77 plus engineering fees of $13,836.

Class "A" concrete was used for the substructure and all non-prestressed superstructure components. Posts and girders were cast in place with Class "Y" concrete. The Virginia Concrete Company supplied the concrete. The same forms were used as at the Route 123 Overpass (HAER No. VA-73). J. A. Roebling Sons Corporation of Trenton, New Jersey provided the steel for the post tension tendons for the center span. Post-tensioning was performed by the contractor under the supervision of the Freyssinet Company of New York. The Concrete Structures Company of Richmond, Virginia furnished the sixteen prestressed girders for the two end spans. The Public Roads Laboratory designed the mix required to produce the specified strength of the girders. The Virginia Department of Transportation inspected for the BPR at the fabricator's plant in Richmond. All steel was supplied through the Montague-Betts Company of Lynchburg, Virginia. Stone masonry work was performed by the prime contractor. The original guardrail was aluminum. Wing walls were stone faced with native stone from Stoneyhurst Quarry near Bethesda, Maryland. Granite for copings was supplied is from the North Carolina Granite Company of Mt. Airy North Carolina.[2]

Alterations

The bridge deck was replaced in 1982-1983. Handrails were reset.

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[1] Public Information Office, CIA, telephone conversation 19 July 1993.

[2] Bureau of Public Roads, "Final Construction Report Project 1A12," 1960.

III. SOURCES

U.S. Department of Commerce, Bureau of Public Roads. "George Washington Memorial Parkway Project # 1A12, Bridge under Entrance to Federal Area: Plan and Elevation" Microfiche reductions of original construction drawings on file at National Capital Region Park Headquarters, National Park Service, Washington D.C.

U.S. Department of Commerce, Bureau of Public Roads, "George Washington Memorial Parkway, Arlington and Fairfax County, Virginia, Project 1A12: Final Construction Report." Submitted by D. Hugh Brown, Resident Engineer, 14 April 1960, on deposit at FHWA, Sterling, Virginia.

U.S. Department of the Interior, Historic American Buildings Survey (HABS), No. VA-69, "George Washington Memorial Parkway," 1994. Prints and Photographs Division, Library of Congress, Washington D.C.